

WOODHOUSE SLEEPER BERTH (WHSB)

Woodhouse is familiar with Title 49 of the Code of Federal Regulations §393.76 and has taken the proper steps to ensure that all of the requirements of this regulation have been met. Based upon discussions with and review by the Federal Department of Transportation, the Woodhouse Sleeper Berth complies with 49 CFR 393.76. Please review the following Q & A which analyzes the requirements:

§393.76 Sleeper berths.

(a) **Dimensions** — (1) **Size**. A sleeper berth must be at least the following size:

Date of installation on motor vehicle	Length measured on centerline of longitudinal axis (inches)	Width measured on centerline of transverse axis (inches)	Height measured from highest point of top of mattress (inches) ¹
After September 30, 1975	75 <i>WHSB = 76</i>	24 <i>WHSB = 26</i>	24 <i>WHSB = 39</i>

¹In the case of a sleeper berth which utilizes an adjustable mechanical suspension system, the required clearance can be measured when the suspension system is adjusted to the height to which it would settle when occupied by a driver.

Not applicable as the WHSB does not utilize an adjustable mechanical suspension system.

(a)(2) **Shape**. A sleeper berth installed on a motor vehicle on or after January 1, 1953 must be of generally rectangular shape, except that the horizontal corners and the roof corners may be rounded to radii not exceeding 10 1/2 inches.

Not applicable as the WHSB is housed within the existing cab.

(a)(3) **Access**. A sleeper berth must be constructed so that an occupant's ready entrance to, and exit from; the sleeper berth is not unduly hindered.

A properly functioning WHSB will not include the passenger's front seat in the cab area of the unit. Therefore, an occupant's ready entrance to, and exit from; the sleeper berth is not unduly hindered.

(b) **Location**. (1) A sleeper berth must not be installed in or on a semitrailer or a full trailer other than a house trailer.

The WHSB is located in the cab of the vehicle.

(b)(2) A sleeper berth located within the cargo space of a motor vehicle must be securely compartmentalized from the remainder of the cargo space. A sleeper berth installed on or

after January 1, 1953 must be located in the cab or immediately adjacent to the cab and must be securely fixed with relation to the cab.

The WHSB is located in the cab of the unit and is securely fixed with relation to the cab.

(c) **Exit from the berth.** (1) Except as provided in paragraph (c)(2) of this section, there must be a direct and ready means of exit from a sleeper berth into the driver's seat or compartment. If the sleeper berth was installed on or after January 1, 1963, the exit must be a doorway or opening at least 18 inches high and 36 inches wide.

The WHSB has a direct and ready means of exit from the sleeper berth into the driver's seat or compartment. A properly functioning WHSB will not include the passenger's front seat in the cab area of the vehicle. The exit from the sleeper berth has an opening that is 48 inches high by 39 inches wide which exceeds the above requirement.

If the sleeper berth was installed before January 1, 1963, the exit must have sufficient area to contain an ellipse having a major axis of 24 inches and a minor axis of 16 inches.

Not applicable

(c)(2) A sleeper berth installed before January 1, 1953 must either:

Not applicable

(c)(2)(i) Conform to the requirements of paragraph (c)(1) of this section; or

(c)(2)(ii) Have at least two exits, each of which is at least 18 inches high and 21 inches wide, located at opposite ends of the vehicle and useable by the occupant without the assistance of any other person.

(d) **Communication with the driver.** A sleeper berth which is not located within the driver's compartment and has no direct entrance into the driver's compartment must be equipped with a means of communication between the occupant and the driver. The means of communication may consist of a telephone, speaker tube, buzzer, pull cord, or other mechanical or electrical device.

Not applicable as the WHSB is located within the driver's compartment.

(e) **Equipment.** A sleeper berth must be properly equipped for sleeping. Its equipment must include:

(e)(1) Adequate bed clothing and blankets; and

Bed clothing and blankets are supplied by the vehicle owner.

(e)(2) Either:

(e)(2)(i) Springs and a mattress; or

Not applicable

(e)(2)(ii) An innerspring mattress; or

The WHSB maintains an innerspring mattress that is 6" thick and is wrapped in fabric that is compliant with Motor Vehicle Section 302 (flammability of interior mattress).

(e)(2)(iii) A cellular rubber or flexible foam mattress at least four inches thick; or

Not applicable

(e)(2)(iv) A mattress filled with a fluid and of sufficient thickness when filled to prevent "bottoming out" when occupied while the vehicle is in motion.

Not applicable

(f) **Ventilation.** A sleeper berth must have louvers or other means of providing adequate ventilation. A sleeper berth must be reasonably tight against dust and rain.

The vehicle cab provides protection from outside elements such as dust and rain. The door windows are also available to provide adequate sleeper berth ventilation.

(g) **Protection against exhaust and fuel leaks and exhaust heat.** A sleeper berth must be located so that leaks in the vehicle's exhaust system or fuel system do not permit fuel, fuel system gases, or exhaust gases to enter the sleeper berth. A sleeper berth must be located so that it will not be overheated or damaged by reason of its proximity to the vehicle's exhaust system.

The WHSB is not affected by the vehicle's fuel or exhaust systems.

(h) **Occupant restraint.** A motor vehicle manufactured on or after July 1, 1971, and equipped with a sleeper berth must be equipped with a means of preventing ejection of the occupant of the sleeper berth during deceleration of the vehicle. The restraint system must be designed, installed, and maintained to withstand a minimum total force of 6,000 pounds applied toward the front of the vehicle and parallel to the longitudinal axis of the vehicle.

The WHSB utilizes the tented sleeper restraint manufactured by Indiana Mills and Manufacturing, Inc. The restraint system has been tested and has passed a pull test which applied 6,120 pounds of pressure toward the front of the vehicle and parallel to the longitudinal axis of the vehicle.

[39 FR 14711, Apr. 26, 1974; 39 FR 17233, May 14, 1974, as amended at 53 FR 49401, Dec. 7, 1988].